

INFORMATION REPORT

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COUNTRY

East Germany

DATE DISTR 9 September 1952

25X1 SUBJECT

Improvement of the Russian Zone Railroad Network NO OF PAGES 6

PLACE ACQUIRED

[REDACTED]

NO. OF ENCLS.

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DATE OF INFO.

SUPPLEMENT TO REPORT NO. [REDACTED]

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25X1 SOURCE

1. In late May 1952, source learned [REDACTED] that the official designation of the railroad by-pass north of Berlin was "Nordring Berlin". The by-pass is to be completed in three stages at the greatest possible speed. The first stage comprises the section from Blankenburg to Birkendorfer; the second stage, the line section from a point west of Bergfelde to a point north of Hennigsdorf; and the third stage, the continuation of this line as far as the Lauen-Justermark area. The Blankenburg-Birkendorfer line section is scheduled to be used by long-distance trains and trains of the Berlin interurban railroad system. A transfer station will be built between the Blankenburg and Karow railroad stations, at the intersection with the Berlin-Stettin line. The entire railroad by-pass will be about 16 km long, and the construction costs are estimated at 20 million eastmarks. (1)
2. It is planned to construct a connecting curve between the Pankow-Schoenhausen and Schoenhauser Allee interurban railroad stations. This project is designed to eliminate the Gesundbrunnen railroad station in the Western Sector of the city for trains arriving in Berlin from the direction of Bernau. Work on this project has already been started. (1)
3. The plan to have a connecting curve built between Karow and Buch was given up. A curve southwest of Karow is to be constructed instead which will be a rail link to the Nordring line. (1)
4. Source learned [REDACTED] that 14,300 ties and 6,500 meters of rails were to be delivered by 13 June, to Birkendorfer and 1,000 ties and 1,500 meters of rails to Hushlenbock for the Nordring construction management. (1) 25X1
5. On 30 May 1952, source learned [REDACTED] that work on the electrification of the Schoenhauser Allee - Bornholmer Straße - Pankow railroad line section was to be started within two weeks. (1)

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[redacted] on 27 May, it was announced that various Bauunion firms had been ordered to report the personnel and equipment they could make available for the construction of a northern rail link between Oranienburg and the northern section of the East Berlin railroad system. (1)

7. In late May 1952, source observed that the northern portion of the new border station in Frankfurt/Oder was levelled so that work on the laying of tracks could be started. Work on the levelling of the southern portion of the new railroad station had begun. (2)

8. In late May 1952, source learned [redacted] that the following railroad construction projects were scheduled to be executed in 1953:

- a. Remodeling of the Lichtenberg railroad station; designs were to be turned in by 20 May 1952; estimated construction cost: 2,700,000 eastmarks.
- b. Construction of the Wildpark connecting curve. Designs were to be turned in by 28 May 1952. Estimated construction cost: 22,150,000 eastmarks.
- c. Construction of a new Uhlheide marshaling yard. Designs were to be turned in by 12 June 1952. Estimated construction cost: 22,000,000 eastmarks.
- d. Second stage of the construction of the new railroad line between Löwenberg and Eberswalde. Designs were to be turned in by 12 June 1952. Estimated construction cost: 42,000,000 eastmarks.
- e. Construction work at Jüterbog railroad station (connecting curve between Falkenberg and Seddin). Designs were to be turned in by 12 June 1952. Estimated construction cost: 5,500,000 eastmarks.
- f. Construction of signal installations on the southern section of the Berlin Outer Freight Ring. Designs were to be turned in by 12 June 1952. Estimated construction cost: 4,000,000 eastmarks. (3)

9. The following information was excerpted from a decree on the establishment of a special railroad construction enterprise issued by the Directorate General, Railroads, Berlin, on 19 May 1952:

- a. A nationalized construction enterprise will be established by 30 June 1952. The new enterprise will be formed by Bauunion firms, which were previously assigned to the Main Administration of the Building Industry and which will now be turned over, either in part or whole, to the railroad administration. Construction firms affected by this measure include the Berlin, Cottbus and Hamburg Bauunion firms, the latter being only partly turned over. The Michendorf branch of the Potsdam Bauunion firm will also be taken over by the railroad administration. The same applies to the switch manufacturing shops of the Magdeburg and Halle Bauunion firms, but which is not to become effective until 31 December 1952, and those sections of the Halle Bauunion firm which are employed on the Geiseltal railroad line construction project, and also to the repair shop in Gross Korbetha. (1)

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- b. In connection with this reorganization, current railroad construction projects were redistributed as follows among Bauunion firms and the newly established nationalized railroad construction enterprise:

Railroad Construction Project	Bauunion Previously in Charge	Project to be Continued by
Second track on Dresden-Schoena line	Dresden	Bauunion Dresden
Superstructure and earthworks at the Horka railroad station	Neugersdorf	" Neugersdorf
Embankment at Heinsdorf)	
Second track at Ellrich)	Nordhausen " Hanburg
Third track at Sangerhausen)	
Connecting curve Jueterbog-Brandenburg at the Belzig railroad station	Potsdam))
Second track Cressbeeren-Seddin	")	Potsdam located in Michendorf
Second track Belzig-Seddin	")	
Reinforcement of the superstructure of the Belzig-Freuenbrietzen line	")	
Track construction work at the Seddin marshaling yard	")	Railroad construction enterprise
Track construction work at the Wustermack marshaling yard)	
Second track on the Guben-Frankfurt/Oder line	")	
Crossing loop at Klein Duetzow)	
Crossing loop at Wustenfelde)	
Replacement of rails at Wolgast Harbor)	Stralsund Bauunion Waren
Replacement of ties at Budenhagen)	
Track construction at the Lietzow-Binz line)	
Track construction at the Prenzlau- Templin line)	
Second track Elsterwerda-Ruhland	Senftenberg	Bauunion Cottbus
Oder bridge in Frankfurt/Oder)	Railroad con- struction enter- prise Bauunion Berlin
Oder bridge in Kuestrin)	Berlin
Canal bridge at Muellrose)	
Crossing point near the water tower in Frankfurt/Oder	"	Bauunion Berlin

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Connecting curve at Britz	}	Berlin	Railroad construction enterprise
Rump at Eberswalde			
Siding at Eberswalde			
Railroad repair shop at Brandenburg	Brandenburg	Bauunion Brandenburg	
Connecting curve at Buch	"	Railroad construction enterprise	
Marshaling yard at Buhlheide	"	Bauunion Brandenburg	
Track construction work on the Rathenow-Loewenberg line	"	Railroad construction enterprise	
Curve at Loewenberg	"	"	
Connecting curve at Brandenburg	"	Bauunion Brandenburg	
Connecting curve at Grossbeeren	"	"	
Frankfurt/Oder border station	Fuerstenberg/Oder	Track construction works: railroad construction enterprise earthworks: Bauunion Fuerstenberg/Oder	
Kuestrin border station	"	Bauunion Fuerstenberg/Oder	
Bridge V at Muellrose	"	"	
Geiseltal railroad line	Halle	? Bauunion Naumburg	
Track construction work at Neustadt on the Dosse River	Magdeburg	Bauunion Magdeburg (4)	

10. Source obtained the following information at Department VI (Constructions) of the Directorate General, Railroads, Berlin:

- a. The Nordring Berlin is scheduled to be completed within a period of three months. The new Construction Bureau 4, Berlin, is charged with the execution of the project. (1)
- b. The following bridge construction work will have to be completed before operations on the second track of the Guben-Cottbus-Falkenberg railroad line can be started:
 - (1) A 44-meter single-track span on the bridge over the Elster River near Beutersitz;
 - (2) A 10-meter span on the Malxe Bridge near Peitz, 20 km northeast of Cottbus;
 - (3) Two 13-meter spans on the railroad underpass near Finsterwalde. (5)

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21. On 7 May 1952, [redacted] a large warehouse 80 x 20 x 10 meters was being built at the Elster railroad station. The framework of the structure was completed. A total of 145 such warehouses are said to be simultaneously under construction in Land Saxony-Anhalt. (6)

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[redacted] Comments.

- (1) Information on this new construction project which was not included in previous railroad construction programs and which is to be completed at maximum speed was transmitted previously. The construction of the connecting curve at Pankow is connected with the Nordring Berlin project. The information on the connecting curve at Karow agrees with previous information. For location sketch of this curve, see Annex 1. Information on the establishment of a special railroad construction enterprise, reported in paragraph 9 A was transmitted previously. [redacted]

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- (2) This refers to the new customs station at Frankfurt/Oder.

(3) [redacted] The double track southern section of the Berlin Gitter freight ring was completed in early December 1951 except for the safety and signal installations, which are to be installed in 1952.

(4) Information on all the railroad construction projects listed in this paragraph has been previously reported by several sources.

(5) The second track on this railroad line, an important east-west route, had to be reconstructed by order of the Soviets as first priority project.

(6) For treatment of warehouse observed, see Annex 2. These warehouses may be used for the storage of grain imported from the U.S.S.R. after January 1952. [redacted]

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